

No. 917 Survey held at Greenock Date 24<sup>th</sup> September 1840  
on the New B. Brig "Susitania" Master Robert Black  
Tonnage 203 1/2 Built at Greenock When built 14<sup>th</sup> September 1840  
By whom built William Simons & Co. Owners Stuart and Penrice  
Port belonging to Greenock Destined Voyage Glyde to Newfoundland  
If Surveyed Afloat or in Dry Dock On Docks

Length aloft	Feet. <u>93</u> Inches. <u>6</u> / <u>10</u>	Extreme Breadth	Feet. <u>20</u> Inches. <u>10</u> / <u>10</u>	Depth of Hold	Feet. <u>11</u> Inches. <u>2</u> / <u>10</u>		
<b>Scantlings of Timber.</b>		<b>Thickness of Plank.</b>					
Timber and Space.....	each	Inches. <u>9</u>	Inches. Middle <u>9</u> Ends <u>9</u>	<b>Outside.</b>	Inches. <u>2 1/2</u>	<b>Inside.</b>	Inches. <u>3</u>
Floors.....	sided	<u>9</u>	Moulded <u>9</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>3</u>
1 <sup>st</sup> Foothooks.....	"	<u>8</u>	" <u>7 1/2</u>	Bilge Planks	<u>3 1/4</u>	Bilge Planks	<u>3 1/4</u>
2 <sup>nd</sup> Ditto.....	"	<u>7</u>	" <u>6 1/2</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	"	<u>6 1/2</u>	" <u>6</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers.....	"	<u>6 1/2</u>	" <u>5 1/2</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams .... N <sup>o</sup> . of <u>10</u>	"	<u>10</u>	" <u>8 1/2</u>	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams .... N <sup>o</sup> . of <u>11</u>	"	<u>10 1/2</u>	" <u>8 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel .....	"	<u>9 1/2</u>	" <u>10</u>	Water-Ways .....	<u>5</u>	Hold Beam Shelves	<u>1 1/2</u>
Kelsons .....	"	<u>9 1/2</u>	" <u>16 1/2</u>	Upper Deck .....	<u>3</u>	Deck Beam Ditto.....	<u>1 1/2</u>
		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>			
<b>Copper.</b>		Inches.	<b>Copper.</b>	Inches.	<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft .....	<u>1</u>		Bolts thro' the Bilge and Foot Waling	<u>3 1/2</u>	Hold Beam .....	<u>1 1/2</u>	
Scarphs of Keel..... N <sup>o</sup> .	<u>3</u>		Butt End Bolts .....	<u>5</u>	Deck Beam .....	<u>1 1/2</u>	
Floor Timber Bolts .....	<u>1</u>		Lower Pintle of the Rudder .....	<u>2 1/2</u>	same in Iron above the Copper.....		
Kelson ditto .....	<u>1</u>						
Transoms and throats of Hooks .....	<u>1</u>						
Arms of Hooks .....	<u>3 1/2</u>						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 15 to 3 Inches. The Space between the Top-timbers is 2 to 4 Inches. The Stem, Stern Post, are composed of American oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British oak and are free from all defects. The Floors and first Foothooks are composed of British and American oak Timber. The other Foothooks and Top Timbers of British oak. The Shifts of the first and second Foothooks are not less than 3 ft. 2 in. to 3 ft. 4 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very fairly squared. The alternate Frames are bolted together, to curves N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/4 to 1/2 of the entire moulding at that place. The Frame is well chocked with 4 Butt at each end of the chock. Cross Chocks and Semples. The Main Kelson is composed of American oak and the False Kelson of American oak. The Scarphs of the Kelsons are not less than 10 feet inches. The Deck and Hold Beams are composed of Foreign oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of American oak. The Topsides of American oak. The Sheer-strakes and Plank-sheers of American oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of new. The Shifts of the Planking are not less than 50 1/2 Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought two and three between three mostly.

**Planking Inside.**—The Limber-strakes are composed of American oak. the Bilge Planks of American oak. The Ceiling, Lower Hold, of Red Pine & American oak. Between Decks of Red Pine. Shelf Pieces of American oak. Clamps of American oak.

**Fastenings.**—To Hold Beams Double bedding knees of British oak and Stringer above Beams. Deck Beams Double bedding knees British oak and Stringer. Number of Breasthooks three Red Pine above Deck Pointers two off British oak Crutches one off British oak. Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	2	Bower, 8
1	Fore Top Sails,	80	Hempen Stream Cable .....	6	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser .....	4 3/4	1	Kedge,
1	Main Sails,	70	Towlines .....	3 3/4		
2	Main Top Sails,		Warp .....			
and will found in other Sails			All of <u>good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has a Long Boat and Polley Boat

The present state of the Windlass is good Capstan Double Wheel and Rudder good Four Lead Lumps good  
with Saw and Sawcut patent purchase good

#### General Remarks—Statement and Date of Repairs.

Laid on in December 1838 and launched 14<sup>th</sup> September 1840. Surveyed at the three prescribed periods, and at other times. Specially white buildings, Frame all English and Welsh oak of good quality, well seasoned and very fairly squared. Stiffs of timbers good, every alternate frame bolted together. Cross Blocks and Shrouds, Planking and Ceiling good of their kind, and well wrought. Shifted two and three between, three mostly, and where two is wrought, the Butt is not in same timber. Number of Beams and fastenings as described. Two Pointers and a breadth of British oak, aft, and the Wings and Rides Transoms are Diagonally Iron Nailed to the sides. Bilge and Butt Copper bolted three and clenched. Nelson bolts thro' each floor and clenched. She is well finished and her stores and furnishings are of the best description.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine and oak When last done from Wales to about three

I am of opinion this Vessel should be Classed "S A 1" feet down Amidships, and Coppered over  
felt to the Males, in September 1840

£ The Amount of the Fee.....£ 2 : " : " is received by me,

Special .....£ 10 : 10 : "

*Wm. J. Harrison*

Committee's Minute 3<sup>rd</sup> Nov. 1840

Character assigned A 1 for S. Green, & Co.



© 2021

Lloyd's Register  
Foundation